

NOTIFICATION OF ADDENDUM

ADDENDUM NO. 1

DATED 11/26/2013

Control	6263-18-001
Project	RMC - 626318001
Highway	US0271
County	LAMAR

Ladies/Gentlemen:

Attached please find an addendum on the above captioned project. Included in the attachment is an addendum notification which details the changes and the respective proposal pages which were added and/or changed.

Except for new bid insert pages, it is unnecessary to return any of the pages attached.

Bid insert pages must be returned with the bid proposal submitted to the Department, unless your firm is submitting a bid using a computer print out. The computer print out must be changed to reflect the new bid item information.

Contractors and material suppliers, etc. who have previously been furnished informational proposals are not being furnished a copy of the addendum. If you have a subcontractor on the above project, please advise them of this addendum. Acknowledgment of this addendum is not requested if your company has been issued a proposal stamped "This Proposal Issued for Informational Purposes."

You are required to acknowledge receipt of this addendum on the Addendum Acknowledgement form contained in your bid proposal by placing a mark in the box next to the respective addendum.

Failure to Acknowledge receipt of this addendum in your bid proposal will result in your bid not being read.

SUBJECT: PLANS AND PROPOSAL ADDENDUMS

PROJECT: RMC - 626318001

CONTROL: 6263-18-001

COUNTY: LAMAR

LETTING: 12/03/2013

REFERENCE NO: 1126

PROPOSAL ADDENDUMS

_ PROPOSAL COVER
_ BID INSERTS (SH. NO.:)
X GENERAL NOTES (SH. NO.: SHEET D)

_ SPEC LIST (SH. NO.:)
_ SPECIAL PROVISIONS:)
ADDED:

DELETED:

_ SPECIAL SPECIFICATIONS:
ADDED:

DELETED:

_ OTHER:

DESCRIPTION OF ABOVE CHANGES
(INCLUDING PLANS SHEET CHANGES)

NOTE ADDED UNDER ITEM 3268; FIRST SENTENCE.

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Highway: US 271, ETC.

GENERAL

Project Description: This project consists of placing HMA on US 271 at the intersections of Loop 286 and Clarksville Street.

Dispose of waste materials at an approved site. Furnish written approval from the property owner before disposal of waste materials.

Locate equipment a minimum of 30 feet from roadway when possible. Place signs and barricades as approved.

TXDOT Project Supervisor: All work on this contract will be scheduled and directed by the following persons. Payment will be made on a monthly basis for work completed and accepted according to specifications. All payment requests will be directed to the following:

Richard Harper, P. E. Area Engineer
Paris Area Office
3600 S.W. Loop 286
Paris, Texas 75460
Phone: (903) 785-4468; Fax: (903) 785-3396

Contract Prosecution: Each contract awarded by the Department stands on its own and, as such, is separate from other contracts. A Contractor awarded multiple contracts, must be capable and sufficiently staffed to concurrently process any or all contracts at the same time.

ITEM 2 – INSTRUCTIONS TO BIDDERS

View plans on-line or download from the web at:

<http://www.txdot.gov/business/letting-bids/plans-online.html>

Order plans from any of the plan reproduction companies shown on the web at:

<http://www.txdot.gov/business/letting-bids/repro-companies.html>

ITEM 8 – PROSECUTION AND PROGRESS

Time will be computed according to Item 8.3.A.4 Standard Workweek. This contract will have 20 working days.

Notify the District Traffic Office by e-mail, at least one (1) work day before beginning striping operations.

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ITEM 134 – BACKFILLING PAVEMENT EDGES

Use Type A backfill Material for final backfill. Provide material free of vegetation and other objectionable material with a Plasticity Index between 15 and 30. The backfill material source shall be approved.

ITEM 164 – SEEDING FOR EROSION CONTROL

Apply fertilizer with a ratio of 3-1-2 over the areas to be seeded. This work will not be paid for directly, but will be considered subsidiary.

ITEM 168 – VEGETATIVE WATERING

Use water trucks equipped with a sprinkler system adequate to permit coverage of the entire seeded area from the roadbed. This equipment must be available to perform watering throughout the duration of the vegetative establishment.

Water all seeded areas the day seed is applied. Thereafter, maintain the seeded areas in a well-watered condition throughout the duration of vegetative establishment.

ITEM 354 – PLANING AND TEXTURING PAVEMENT

RAP generated from this project can be used in the HMAC for this project.

RAP that is not to be used on this project shall become the property of TxDOT. Transfer these millings directly into trucks, and transport directly to the stockpile site located at 3600 S.W. Loop 286, Paris, Texas, 75460, or as approved. At the end of the project, shape each stockpile for measurement as directed.

Provide a RAP accountability plan that is acceptable to the Area Engineer.

During the planing operation, maintain the existing centerline stripe for overnight traffic operations unless full width planing is accomplished in one day. Plane all vertical longitudinal faces with a 3:1 slope to meet Edge Condition I as shown on sheet “Worksheet for Edge Condition Treatment Types”.

The planing operation will be followed closely by the hot-mix asphalt (HMA) overlay operation.

In curb and gutter sections, vacuum loose fines immediately after the milling operation and prior to overlaying with HMA. If inclement weather or other unexpected factors do not allow planed areas to be overlaid as described above, warning signs per Standard Sheet WZ(UL) will be maintained until the hot-mix asphalt overlay operation is completed.

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If unstable material is observed after initial milling, plane additional material to a depth that will support traffic.

Maintain the surface of planed surfaces prior to HMAC operations.

Use a minimum 30' ski on the planing machine.

ITEM 502 – BARRICADES, SIGNS AND TRAFFIC HANDLING

The traffic control plan for this contract consists of the installation and maintenance of warning signs and other traffic control devices shown in the plans, specification data which may be included in the general notes, applicable provisions of the most current Texas Manual on Uniform Traffic Control Devices (TMUTCD), traffic control plan sheets included in the plans, standard BC sheets and Item 502 of the Standard Specifications. Additional traffic control measures may be required as directed.

Do not begin Item 502, Barricades, Signs, and Traffic Handling, on the roadway until both of the following conditions are met:

1. The work schedule is approved.
2. No more than 5 workdays will pass between the beginning of Item 502 and the actual commencement of roadway work bid items.

The final estimate will be withheld until all disturbed areas are covered with at least 70% perennial vegetative cover.

Correct all deficiencies noted on the Traffic Control Device Inspection Form 599 as soon as possible, but no later than 5 days after notification. Failure to make corrections within 5 days will result in no payment for this Item for the month of the noted deficiency.

Equip all motorized equipment with backup horns and strobe lights.

Use only rubber tired equipment when moving materials along or across paved surfaces. Protect the pavement from all damage caused by construction operations.

Provide a G20-1B (L or R) or a G20-1A on all city streets intersecting this project. This sign will be used in addition to the standard, "Road Work Ahead" (CW20-1D) warning sign.

Place and maintain traffic control devices in accordance with the traffic control plan any time operations are suspended. Remove all signs when their presence is unwarranted.

All workers are required to wear a white safety helmet/hardhat when performing flagging duties or working within the highway right of way.

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The Contractor will be responsible for maintaining a safety program that includes furnishing and maintaining all necessary safety equipment as required.

Display “FLAGGER AHEAD” and “BE PREPARED TO STOP” signs only when flaggers are working. Furnish all flaggers with long-handled Stop-Slow paddles and operational two-way radios.

All flaggers will be certified.

Use only signs that are professionally built. Comply with the respective signs and portable sign supports as shown in the BC Standard sheets.

Flaggers will be neatly attired and well-groomed at all times and will not wear tank-tops, shorts and cutoffs.

Flaggers will not use personal multi-media or communication devices [i.e., portable radios, cell phones (unless issued by vendor for flagging crew communications), cassettes, CD players, umbrellas, or chairs] at the flagging station(s).

All flaggers must be attentive and will not sit while flagging.

Cones will not be used as flag holders.

Flaggers will face oncoming traffic at all times.

Do not park vehicles in State right of way adjacent to the flagging station.

Flaggers will be rotated on a regular basis as necessary to prevent fatigue and boredom.

ITEM 3268 – DENSE-GRADED HOT-MIX ASPHALT

RAS is not allowed in surface mixes.

Use a self-propelled wheel mounted MTV capable of receiving mix from the haul trucks, separate from the paver. It shall have a minimum storage capacity of approximately 25 tons. It shall be equipped with a pivoting discharge conveyor and shall completely and thoroughly remix the material prior to placement. The effectiveness of the MTV’s remixing ability is subject to the approval of the Engineer. In addition, the paver shall have a surge storage insert with a minimum capacity of 20 tons.

Specify Hot Mix Asphalt Concrete (HMAC) or Warm Mix Asphalt (WMA) at the time of design submittal. After design submittal, continue producing the chosen design unless otherwise approved. The target lab molded density is 96.5% for HMAC and 97.0% for WMA.

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RAP from contractor owned sources may be used if the RAP is fractionated. The course fraction of contractor owned RAP will not be allowed if it consists primarily of siliceous aggregates. RAP having a deleterious content of greater than 1.5% when tested according to Tex-413-A will not be allowed.

A tack coat is required for all overlay areas and for all longitudinal joints unless otherwise directed. Dilution of the tack asphalt will not be permitted.

Evaluation of the mixture for moisture susceptibility will be performed by using test method TEX 530-C (boil test) and there shall be no evidence of stripping during design verification or at any time during production.

Provide aggregates that meet the requirements of Surface Aggregate Class "A" as published in AQMP Rated Source Catalogue.

The maximum nighttime paved surface vertical differential will be limited to two inches. Prevent ponding of water on any travel ways that are exposed to traffic.

Perform all sampling for aggregate quality testing on stockpiles at the HMAC plant. Mixture sampling for QC/QA testing will typically be taken from the truck at the plant; however, the Engineer may direct that a sample be taken at any point or location of mixture during production, delivery or placement.

Preparation and construction of permanent / temporary transitions, terminations of mix courses and transitions to driveways and intersecting roadways is subsidiary to Item 3268. This includes all labor, machinery, materials and incidentals to complete the work including planing, removal, hauling and stockpiling of materials and necessary clean-up.

ITEM 666 & 8251 – REFLECTORIZED PAVEMENT MARKINGS

Dispose of all paint waste in accordance with EPA and Texas Commission on Environmental Quality (TCEQ) rules and regulations or as directed. Furnishing cleaning agents and disposal of paint waste is subsidiary to this item.

All equipment shall be capable of maintaining a continuous work schedule to the satisfactory completion of the project. Equipment used for the contract shall be equipped with footage counters capable of measuring the linear footage placed. Counters must be calibrated prior to the beginning of striping operations.

Pavement markings shall be placed as shown in the plans or may be varied as deemed necessary by the Engineer. Pavement markings called for but not detailed in the plans shall be in accordance with the most current Texas Manual on Uniform Traffic Control Devices.

Use a double-drop bead system with Type II and Type III beads. Truck speed shall be slow

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enough to ensure that the beads drop onto the stripe and do not roll in the paint film.

Use a crew experienced in the application of reflective pavement markings, capable of placing the markings in neat, straight lines and in a safe and timely manner. The reflective pavement markings shall be placed in such a manner as to match the existing markings in location, spacing and length except where no passing zones have been remarked.

Pavement markings shall be in accordance with the most current Texas Manual Uniform Traffic Control Devices and the applicable plan sheets.

Due to problems in traffic handling do not place a dash center stripe and edge line at the same time on highways unless otherwise authorized by the Engineer.

Apply all stripes in one coat.

Remove all Work Zone Pavement Markers (TABS) within the limits to be striped immediately prior to the placement of permanent pavement markings.

When measuring for reflectivity, readings can be taken any time after 3 days but no later than 10 days after application.

A portable retroreflectometer may be used in accordance to the specifications for this project if total quantity of striping is less than 200,000 linear foot.

Layout work shall be required. Placement of markings in proper alignment will be strictly enforced.

Standard PM (3)-12 was modified to detail desired crosswalk configuration.